

# The Hong Kong Daily Press

No. 3320 第二千三百八十八號 日一月七日星期一 HONGKONG, THURSDAY, AUGUST 21st, 1884. 一元八角 一元八角 [PRICE \$2 PER MONTH]

## SHIPPING.

ARRIVALS.  
August 20, DANUBE, British steamer, 361, J. Newton, Bangkok 13th August, Rice and General, YEN FAT HONG.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
20th AUGUST.  
Celtic Monarch, British steamer, for Yokohama, S. American, American ship, for San Francisco.

## DEPARTURES.

None.

## PASSENGERS.

ARRIVED.  
Per Duranta, arr. from Bangkok, 37 Chinese.

## REPORTS.

The British Standard Telegraphic Report left port at 9 p.m. on the 13th inst. and her cable reports soon to Pico Chi; thence to port with variable winds, fine, clear weather, and smooth sea.

## SHANGHAI SHIPPING.

August ARRIVALS.

9, Kiang-kiang, American str., from Hankow.

9, Kiang-kiang, American str., from Ningpo.

9, Great Hall, Brit. str., from Nanking.

9, Kiang-kiang, American str., from Wenchow.

9, Kiang-kiang, American str., from Hankow.

9, Wuchang, British str., from Tientsin.

10, Omura, British bark, from Nagasaki.

10, Claro Bahia, Brit. bark, from Nagasaki.

10, Hae-an, Chinese str., from Tientsin.

10, Sowu, British str., from Amoy.

10, Tainan, British str., from Ningpo.

10, Fukien, British str., from Hankow.

10, Fukien, British str., from Tientsin.

10, Yangtsze, French str., from Hongkong.

11, Waverley, British str., from Hankow.

11, Nippon, British str., from Hankow.

11, Yun Wo, British str., from Hankow.

11, Activ, Danish str., from Swatow.

11, Yohsin, Chinese str., from Hongkong.

11, Drac, French transp., from Macao.

11, Kiang-kiang, American str., from Hongkong.

11, Norman, British str., from Hioo.

11, Gwinis Castle, British str., from London.

11, El Dorado, British str., from Tientsin.

## NOTICE.

A. S. WATSON & CO.  
FAMILY AND DISPENSING  
CHEMISTS.  
By Appointment to His Excellency the Governor and His Royal Highness the  
DUKE OF EDINBURGH.  
WHOLESALE AND RETAIL DRUGGISTS  
PERFUMERS,  
PATENT MEDICINE VENDORS,  
DRUGGISTS' SUPPLY,  
AND  
OPERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED  
PASSENGERS SUPPLIED.  
NOTICES TO CORRESPONDENTS.  
Communications on Editorial matter should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.  
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## The Daily Press.

HONGKONG, August 21st, 1884.

Wen-chow has of all the ports opened to foreign trade under the Chaco Convention, yielded the least satisfactory results. The progress of the trade of this port will be sufficiently indicated by the following statistics of its annual Customs revenue:—

1877. 1878. 1881. 1882. 1883.  
Tls. Tls. Tls. Tls. Tls.  
3,185. 2,859. 6,616. 11,490. 13,839. 15,932. 9,634.

When we compare with these figures the latest returns, those for 1883, of the other three ports opened at the same time, it will be apparent how much Wen-chow has lagged in the rear. The Customs revenue of Ichang last year was Tls. 100,283; that of Wu-hu, Tls. 78,447; and that of Pak-hoi, Tls. 56,736.

The reason for the decline of the trade of Wen-chow for 1883 as compared with the previous year was due to a falling off in exports. The foreign imports, with the exception of opium, showed a healthy increase, chiefly in piece goods. The Indian opium has to compete with the native growth, and Mr. Consul PARKER tells us that the crop round Wen-chow was more abundant than ever last year. Wen-chow imports some Patau opium, and makes up the native drug into an imitation Malwa, some foreign being used in the process. This article is consumed in north-east Fukien. But the enterprising trade of the port only suffices to employ one small steamer, which runs every ten days between Shanghai, Ningpo, and Wen-chow. The foreign community consists of the British Consul, the staff of the Imperial Maritime Customs, about six in number, and a few missionaries. There is not a single foreign mercantile firm, all the trade being conducted by Chinese.

In his report on the trade of Wen-chow for 1883, Mr. PARKER gives some interesting details, and throws some light on the non-progressive nature of the port. It was reported, when Wen-chow was opened to trade, that, being the natural outlet for the tea which grows in the neighbouring districts and also for the famous Pak-hoi tea produced in north-east Fukien, it would soon become the market for them and perhaps for the Boloa tea from Ching-an, the north-west Fukien. This expectation has not been realised, and the export of tea, which amounted in 1877 to 278 piculs only reached 754 piculs in 1883, a distinct decline on the export of the three previous years. Mr. PARKER explains the reason why Wen-chow has failed to attract any of the tea trade from Foo-chow. He says:—"The taxation on tea in Fukien is double what it is in Chekiang, but the original price of tea is so low, and even the taxation so moderate when compared with our 6d. a lb., that this difficulty would disappear or fade into insignificance, were there only a few foreign merchants in Wen-chow to bid up the prices. All foreign and native judges agree that, however high the taxation, and however difficult the route, the tea will be taken to that market only where numerous foreign buyers are to be found. Moreover, the Fukien system is organised: contracts are made before the tea is gathered, silver is sent up country under official protection, with native brokers or dealers, and small country planters have, got into fixed groves, so that the prospects of Wen-chow's getting her natural due from the south is exceedingly remote."

Mr. PARKER goes on to express the opinion that, from the configuration of the land and the mountain ranges to the north, it is hopeless to expect that Wen-chow as a port base will ever supply any portion of the Chekiang province beyond the two prefectures of Wen-chow and Chiu-chow, and those parts of Tai-chau which are nearer to Wen-chow (though by a more arduous road) than to Ningpo. The true key, he adds, to the Chekiang trade is the central town of Lan-ch'i, and through Lan-ch'i will always be supplied, from Ningpo and Shanghai, the Prefectures of Hang-chow [direct, not via Lan-ch'i], Kiuchow, Yen-chow, Kin-hwa, and, to a great extent, Tai-chow and Chiu-chow.

But if Wen-chow is unlikely to obtain any great portion of the North Fukien trade there seems no reason why it should not secure part of a trade in alum that is now carried on through Ningpo. Mr. PARKER thus refers to it:—"An enormous export of alum to Ningpo, quite 15,000 tons a year, takes place from a port called Ku-hsiao-ien, only 50 miles south from Wen-chow. I visited the mines, which I have described in a separate report already sent to the Legation. From Ku-hsiao-ien a blind canal leads to Ping-yang city (10 miles); one mile's land journey through the town leads to another blind canal which runs (10 miles) to within half-a-mile of the Ju-ian River; this is half-a-mile broad,

and must be crossed in strong boats; 50 yards from the other bank, a third blind canal leads into the heart of Wen-chow (27 miles). The whole journey can be performed by a passenger in fifteen hours. By judicious management a special steamer could obtain regular revenue in conveying this alum to Ningpo. Ku-hsiao-ien is the chief station in the South-east of Chekiang for taving Fukien goods, and here there is a powerful Ningpo guild." This alum might be easily conveyed to Wen-chow, as shown by Mr. PARKER, and thence shipped by steamer to Ningpo or other ports where there may be a demand for it. But as a tea exporting port, Wo-chow is, we think, unlikely ever to cut any appearance. The future prospects of the port are fairly summed up in the concluding words of Mr. PARKER's report as follows:—"On the whole, it may be said that the function of Wo-chow is that of a safety valve to Ningpo, even more so, to Foo-chow. Should the taxation at the latter become too grinding, or the mercantile enterprises at the former over-reaching, Wen-chow must of necessity extend its sphere at their expense; and if the sphere of Wen-chow is not destined to be extended, the total result to foreign trade will probably be, next to the less whole-some and the unpretentious services of Wan-chow, the maintenance of the port.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or to HONGKONG DISPENSARY. [23]

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Communications on Editorial matter should be addressed to "The Editor," and those on business to "The Manager," and not to individuals by name.

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NOTICES TO CORRESPONDENTS.

would now cost about \$9,000; had the wall not been fit for use again, as in the case of Mr. March Brown's property, the cost would have been \$12,000 or \$13,000. These houses would, to some extent, be a criterion in judging the cost of reconstruction. It is now evident. The latter were complete ruins, and the cost of repair would be taken into account. He would not, as an architect, have been build on those walls again. The fire would not have affected the foundations; if they were good before the fire, they were good after it. Witness made his valuation at Mr. Stephen's request, who simply asked him what the houses could be restored for, and when no model house was not available, he had to go in connection with the factory. It was a fair valuation and made no allowance for foundations. The cost of building had increased 20 per cent since the houses were originally built.

Mr. Palmer was about to give evidence to the valuation on the other side of \$10,000.

Mr. Descomps, however, objected to that, as he had selected the amount without prejudice to his client's case with the Court.

Mr. Palmer's cross-examination had just commenced when the Court rose, and adjourned to the next morning.

## COMMERCIAL INTELLIGENCE.

WEDNESDAY, 20th August.

Orium.

Quotations are—  
Malta (New) 85c per ton, alcs. 12 catties.  
Malta (Old) 570c per ton, 13 to 14 catties.  
Patras (New) 585c per ton, 13 to 14 catties.  
Patras (Old) 582c per ton, 13 to 14 catties.  
Baracoa (New) 570c to 572c.

EXCHANGE.

ON LONDON—  
Bank Bills, on demand 384  
Bank Bills, at 30 days sight 385  
Bank Bills, at 4 months' sight 391  
Credits, at 4 months' sight 394  
Documentary Bills, at 4 months' sight 394  
ON PARIS—  
Bank Bills, on demand 466  
Bank Bills, at 4 months' sight 476  
ON BOLOGNA—  
Bank Bills, at 3 months' sight 327  
ON CALCUTTA—  
Bank, 3 days sight 327  
ON SHANGHAI—  
Bank, sight 724  
Private, 30 days' sight 731

SHARES.

Hongkong and Shanghai, Bank Shares—127 per cent premium.  
Union Insurance Society of Canton, Limited—\$550 per share.  
China Traders' Insurance Company's Shares—\$55 per share, ex div.  
North China Insurance—Tls. 1,400 per share.  
Yangtze Insurance Association—Tls. 177 per share.  
China Insurance Company, Limited—\$180 per share, ex div.

On Tai Insurance Company, Limited—Tls. 145 per share.  
Canton Insurance Office, Limited—\$85 per share.  
Hongkong Fire Insurance Company's Shares—\$35 per share.  
China Fire Insurance Company's Shares—\$35 per share, ex div.  
NORTON & CO., Agents.  
Hongkong, 20th May, 1884.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.  
The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODDOWNS at 1 per cent. Net premium per annum.

China Fire Insurance Company's Shares—365 per share, Sales.  
NORTON & CO., Agents.  
Hongkong, 20th May, 1884.

THE STRAITS INSURANCE COMPANY, LIMITED.

HONGKONG WHARF & GODDOWNS, LIMITED—  
Agents for the above Company, prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & CO., Agents.  
Hongkong, 5th November, 1884.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.  
Hongkong, 16th November, 1884.

THE MAN ON INSURANCE COMPANY, LIMITED.

OFFICES at No. 2, DUDELL STREET, HOUSES in SINGAPORE GARDENS at Moderate Rates.

Godowns, FLETCHER'S BUILDINGS, GODDOWNS, EAST AND WEST POINTS.  
Apply to LINSTEAD & DAVIS.  
Hongkong, 26th July, 1884.

TO LET.

OFFICES at No. 2, DUDELL STREET, HOUSES in SINGAPORE GARDENS at Moderate Rates.

Godowns, FLETCHER'S BUILDINGS, GODDOWNS, EAST AND WEST POINTS.  
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Hongkong, 26th July, 1884.

INTIMATIONS.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared from this date to GRANT POLICIES on FIRST-CLASS GODDOWNS to the extent of \$15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & CO., Agents.  
Hongkong, 11th May, 1884.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

The Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES to the extent of \$35,000, on first-class risks at current rates.

MELCHERS & CO., Agents.  
Hongkong, 27th March, 1884.

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES on FIRE against FIRE at the following Rates:

On First-class European Tenelements—1 1/2% Net per annum.  
On First-class Godowns, & Merchandise stored—1 1/2% Net per annum.  
On Coal—1 1/2% Net per annum.  
On Petroleum in H-  
censed Godowns—1 1/2% Net per annum.  
On First-class Chinese Tenelements—1 1/2% Net per annum.  
On Second-class Chinese Tenelements—1 1/2% Net per annum.  
DOUGLAS LAPRAIK & CO., Agents for Phenix Fire Office.  
Hongkong, 16th August, 1884.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, AD. 1720.

The Undersigned, having been appointed Agents to grant Insurance as follows:

MARINE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

FAVOURABLE COMPARISON with ANY IN THE EAST.

"DAILY PRESS" OFFICE, HONGKONG.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

The Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & E. TENNANT & CO., and Messrs. DAVID CONNELL & SONS, Agents.

ARNHOLD, KARBERG & CO., Agents, Hongkong, 1st January, 1884.

W. DOBERCK.

Hongkong Observatory, 20th August, 1884.

METEOROLOGICAL REGISTER.

Previous day, On date, On date, at p.m.

Barometer, 29.91 29.92 29.93

Temperature, 63.9 63.8 63.8

Humidity, 64% 64% 64%

Direction of wind, N. N. W.

Force of wind, 3 1 2

Weather, B. B. B.

Wind, B. B. B.

W. DOBERCK.

Hongkong Observatory, 20th August, 1884.

## INSURANCES.

NEW YORK LIFE INSURANCE COMPANY.

LIFE INSURANCE ONLY  
Parcels insured; all profits belong to Policyholders and apportionments are made annually.

STATEMENT FOR YEAR ENDING  
31st DECEMBER, 1883.

Accumulated Funds 21,379,944

Surplus over all liabilities 2,129,338

To valuation made by

STATEMENT FOR YEAR ENDING  
31st DECEMBER, 1883.

Accumulated Funds 2,171,589

Commercial Manager

BIRLEY, DALRYMPLE & CO., Agents, Hongkong.

1000.

THE MANHATTAN LIFE INSURANCE COMPANY OF NEW YORK.

155 & 156, BROADWAY.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & CO., General Agents, Hongkong, 1st August, 1884.

1115.

THE Undersigned having been appointed Agents for the above Company are prepared to take applications for LIFE INSURANCE at reduced rates.

PUSTAU & CO., General Agents, Hongkong, 1st August, 1884.

1115.

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW-ZEALAND.

ONE MILLION STERLING.

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned having been appointed Agent for the above Company are prepared to accept FIRE and MARINE RISKS, at current rates, allowing the usual discounts.

ALFRED LEVY.

Hongkong, 1st August, 1884.

1183.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

Is prepared to ACCEPT FIRST-CLASS RISKS at 1 1/2% net per annum, and other Insurance.

Assurance at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRETT, Secretary.

Hongkong, 27th March, 1882.

1731.

NOTICE.

DOUGLAS LAPRAIK & CO., Hongkong, 1st February, 1882.

1182.

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## EXTRACTS.

IN THE GLEN!

Thought a garden of grecian gladdened the stream,  
In the glow of the bright May weather,  
As deep in the glen, in a happy dream,  
They sat, he and she together!

The cushion was cooling on beeches spray,

The sun, through shade and shower,

A madrigal sang, as the leaves lay

Below that leafy bower.

Soft were dallen over their dim retreat,

The woodland would fair above;

His eyes were glad, and her smile was sweet,

As the light winds lipped of love!

Young violet gleamed 'mid the golden glow,

And the hyacinth's purple bell.

The rhythmic willow leaves, etc.,

In the depths of that dreamy dell!

They still sit on, whilst the day declined,

And the west took a glow of glory;

Round her hairy wavy hair was strong arm twined,

As he murmured the old, old story!

The sunshaded down from the column skies,

As they rose from their dainty bower,

Wandering homeward with love-eyes,

In the dusk of the twilight hour!

F. D. Dovr.

THE BIGGEST STATUE IN THE WORLD

The Daily News of July 3rd says:—

To-morrow M. Jules Ferry will solemnly

hand over to the United States Minister in

Paris the colossus statue of Liberty for

the Bay of New York on which the French have

lived at work for the past eight years. It is

out and away the largest statue of modern

times. The Colossus of Rhodes, as will be

presently seen, was nothing to it; it could

carry the "Bavaria" or the "Hercules" in

its arms. It towers to the skies from the

factory-yard of the Rue du Châtelier, and the

view from its coronet awes a clear of

the six-story houses, and right beyond the

walls of Paris. It is to stand on Bedloe's

Island, at the entrance to the Bay of New

York, and is to be in its hand a torch lit

by electricity, which is to symbolize "Liberty

enlightening the World."

The statue has had all sorts of vicissitudes.

Its conception is due to the great French

sculptor Bartholdi, who has a passion for

working on the colossal scale; but he and a

few faithful friends had no little difficulty

in persuading the public of two hemispheres

that they were in want of this work. A

Franco-American Committee was formed in

France with very influential names—M.

Lambert, M. Oscar de Lafayette, M.

de Rochefort, M. Paul de Rerut, M.

M. Waddington, etc., and the Franco-

American Committee duly issued its pro-

posals for subscriptions in France and in

the United States. They were put in a very

subordinate form—the Republic of France was

to make this pretty gift to her older sister

of America. Everybody said it would be a

good thing, but few put down the money.

However, by dint of vigorous beating of the

big drum on platform and press, by con-

certs and lectures, and ballyhoo, as well as

generous donations, the money

was got together; and the statue of Liberty

now stands finished in its Paris workshop,

the most extraordinary work of its kind of

all time.

The moment after the presentation the

workmen will begin to take it to pieces for

transport to America, where it will be erected

together again to stand for eternity. The

dimensions are almost ludicrously large.

The figure alone in sheer height, of all car-

reckoning for the corona, stands 105 ft.;

the extreme length from the sole of the foot

to the end of the torch in the outstretched

hand is 137 ft. 9 in.; the pedestal of granite

will be 83 ft. high; and the two together

give a grand total of 220 ft. for the entire

work. The Monument, on Fish Street Hill,

the loftiest isolated column in the world, is

but 202 ft. high; while the far-famed

Colossus of Rhodes stood only about 140 ft.

without his stockings. The work has been

going on these years, slowly but surely,

at the copper foundry of Mondont at Cie,

near the Park Monceau, in a great workshop

built specially for it. The farther the copper-

smiths advanced with their task the more

Lilliputian they became in relation to it.

What were men, for instance, or the children

of men in that awful eye measuring 30

inches from corner to corner! A six-foot man

standing on the level of the lip only just

reached the eyebrow. With they were

walking on the crown of her head, they

seemed to be making a huge sugar cauldron;

and they jumped with ease in and out of the

tip of the nose. Fifteen people might sit

round the flame of the torch, and they would

revel that elevation by a spiral staircase

within the outstretched arm.

The details of construction are hardly less

curious. Something light was wanted, for

transport to the other side of the globe, and

something strong, as well, to enable the

statue to resist the wear and tear of the

elements, for at Bedloe it will stand in a

very exposed place. It was decided therefore

to make it of plates of very thin copper—

only one eighth of an inch thick—forming

an inner and an outer skin about a foot

apart, and to fill the space between them

with sand, especially towards the base, so

as to give the statue the requisite solidity.

The colossal statues of the past were either

of solid metal, or were filled up with

masonry or woodwork. It was impossible

to adopt that plan in the present instance;

the cost of the metal would have been too

great, and the difficulty of transporting

insuperable. As it is, the small plates can

be easily unriveted, packed on board ship,

and riveted together again when they reach

their destination. The sand can be easily

poured in, or drawn off for repairs from any

particular part. The two skins are to be

kept in their places by a gigantic skeleton

frame-work in iron, running four square

from the basement to the very crown of the

head, exactly the frame-work of a ship, and

meant to serve that additional purpose when

the statue reaches its destination. This solid

iron frame is to be carried up into the

extended arm, which has all along presented

a mechanical problem of peculiar difficulty,

its leverage with the weight of the torch

being very great indeed. The framework

therefore runs down almost to the centre of

the body and well below the centre of

gravity. Some people—and among them

Mr. Story, the great American sculptor—

think the statue will never stand, and that

the winds and waves will play havoc with

it. It is not solid enough and never can

be, with its plates of mere copper and sand.

If it could not be in solid metal like the

older works, it might have been in masonry

or wood covered with copper plates. But

this is a question for engineers rather than

for artists, and the engineers are quite

convinced that "Liberty" will resist the

Atlantic storms.

The system of working is curious and

ingenious. First Mr. Bartholdi modelled

his figure about one-third the size of life,

then he enlarged it to life size, then the

life-size model was doubled and quadrupled

in dimensions, and finally it was made bit

by bit in the full colossal size. The huge

plaster-casts were then handed over to the

carpenters, who made an exact model of

each part in strips of stout wood, exactly

fitting into every sinuosity. The wooden

model was then taken by the carpenters

and sheet gold hammered upon it till it

took the exact shape of the original plaster.

Each sheet of copper thus formed a section

of the work, and the riveting together was

all that was necessary to complete the

operation.

A word should be said about the artistic

merit of the statue, and this, in spite of

its size, is very considerable. Bartholdi

is used to working on a large scale, and he

knows his craft. It is impossible perhaps

in our day to make anything quite dignified

of such a subject. The figure must pose,

and pose theoretically; and some people have

found fault with the strike and the gesture.

But the general merit is uncontested. The

drapery is both massive and fine; some

parts, where the sleeve falls under the right

arm for instance, are as delicate and sultry

in effect as if they had been wrought with a

fine chisel on the smallest scale; and in

others, the folds lie in great imposing

masses. The face again, while classic in

general treatment, is not without expression.

The most objectionable thing perhaps is the

coronet branching out into star rays, each

of which is to be a point of electric illumination

for the universe, or at any rate for

New York Bay.

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